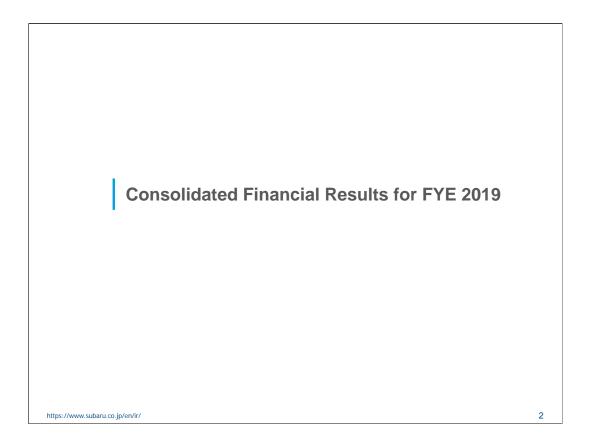


NOTE)

This document is an English translation of an original Japanese document. If there are any discrepancies between this document and the original Japanese document, the original Japanese document prevails.



	Sales (by market)		
			(Thousand Units
	Results FYE 2018	Results FYE 2019	Variance
Passenger cars	132.6	109.7	-22.9
Minicars	30.9	25.6	-5.3
Domestic total	163.4	135.3	-28.1
US	670.9	659.7	-11.2
Canada	56.8	56.8	+0.0
Russia	7.7	8.1	+0.4
Europe	40.2	32.1	-8.1
Australia	55.7	41.7	-13.9
China	26.9	22.8	-4.1
Others	45.2	43.3	-1.9
Overseas total	903.5	864.6	-38.9
Total	1,066.9	999.9	-67.0

First I will discuss consolidated financial results for fiscal year ended March 2019.

Results for consolidated unit sales.

Overseas, in our key market of North America, there was a contribution from the start of sales of the new Ascent and the still-strong Crosstrek, resulting in a continuation of robust retail sales. However, consolidated unit sales were hit by such factors as the decline in deliveries of the Forester in the first half of the fiscal year, before the launch of its fully-redesigned version, falling by 38.9 thousand units year on year to 864.6 thousand units.

In the domestic market, the July launch of the fully redesigned Forester resulted in strong sales, but unit sales declined by 28.1 thousand units year on year to 135.3 thousand units due to decreased sales of the Impreza, Subaru XV and Levorg.

In addition, there was an impact from the decrease in production caused by the quality issues that occurred in the second half of the fiscal year, with consolidated unit sales declining by 67 thousand units year on year to 999.9 thousand units.

			(Thousand Units)
	Results FYE 2018	Results FYE 2019	Variance
Consolidated Unit Sales Total	1,066.9	999.9	-67.0
			(Thousand Units)
	Results FYE 2018	Results FYE 2019	Variance
Production in U.S.			Variance +23.6
Production in U.S. Production in Japan	FYE 2018	FYE 2019	

Total production fell by 60.6 thousand units from the previous year to 989.1 thousand units.

This was due to changes in plant operation schedules for the Gunma plant. The revised operation conditions have been in place since the fall of 2018 to ensure quality-first production and inspection.

Another factor was a production halt in January 2019 caused by a defect in the Electronic Power Steering unit.

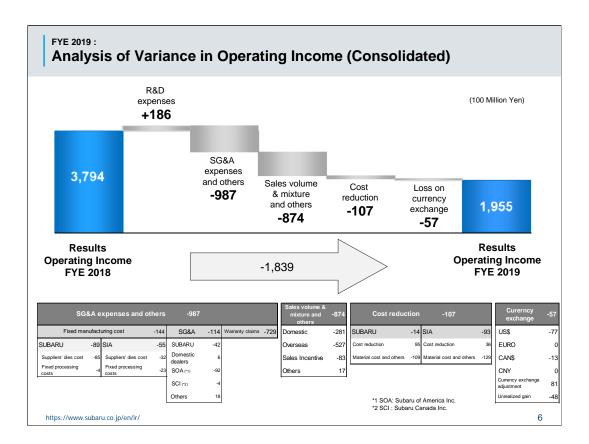
							(100 Million Ye
		FYE	sults 2018 (a)	Previous Plan FYE 2019 (as of Feb. 7 th) (b)	Results FYE 2019 (c)	Variance (c)-(a)	Variance (c)-(b)
Net sales		(34,052)	32,327	31,200	31,605	-722	+405
Domestic		(6,686)	6,680	5,698	5,966	-714	+268
Overseas		(27,367)	25,647	25,502	25,639	-8	+137
Operating incon	ne		3,794	1,850	1,955	-1,839	+105
Ordinary incom	e		3,799	1,930	1,962	-1,837	+32
Income before inco taxes	ome		2,973	1,920	1,958	-1,015	+38
Net income attribu owners of parent	table to		2,204	1,400	1,478	-725	+78
SUBARU	US\$		¥111	¥110	¥111	-¥1	+¥0
exchange rate	EURO		¥130	¥129	¥129	-¥0	+¥0
	CAN\$		¥87	¥84	¥85	-¥2	+¥0

Consolidated net sales totaled 3,160.5 billion yen, a decrease of 72.2 billion from a year earlier. The decrease consists of a 43.8 billion yen decrease from a deterioration in sales volume & mixture, primarily resulting from lower unit sales; a 23.6 billion yen decrease from SUBARU companies and others; and currency losses of 4.8 billion yen.

Operating income totaled 195.5 billion yen, a decline of 183.9 billion yen from a year earlier, due to quality-related expenses caused mainly by recalls and lower unit sales.

Ordinary income was 196.2 billion, a decrease of 183.7 billion yen,

while net income attributable to owners of parent was 147.8 billion yen, a decrease of 72.5 billion yen.



Next I will explain the main factors behind the 183.9 billion yen decrease in operating income compared to the previous fiscal year.

The main factors behind the decline in the operating income were increased SG&A and other expenses, and a deterioration in sales volume & mixture and others.

For SG&A and other expenses,

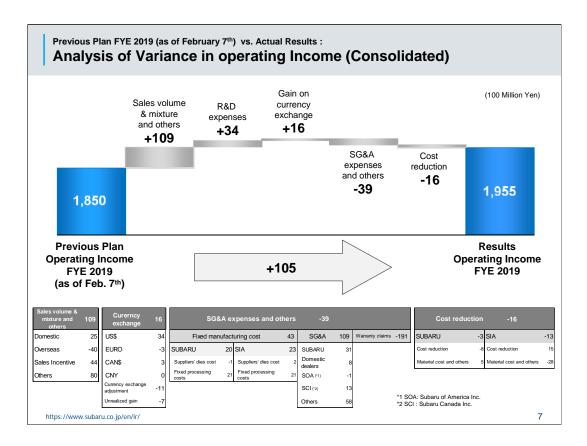
the occurrence of major recall costs related to valve springs and the like caused an increase in warranty claims.

For sales volume & mixture and others,

the main factors include the decline in deliveries, lower earnings per unit due to higher environmental and other costs, and the rise in the electrified vehicle ratio.

Incentives in the U.S. increased by 4.6 billion yen.

Incentives per vehicle were 2,100 dollars, an increase of 100 dollars over the 2,000 dollars recorded in the previous fiscal year.



Now let's look at the analysis of variance at the operating income level compared to the previous plans.

While warranty claims in relation to brake lights and others posted an increase,

SG&A expenses and incentives decreased. As a result, operating income increased by 10.5 billion yen.

	of Subsidiaries in		
SOA	Results FYE 2018	Results FYE 2019	(Million US\$) Variance
Net sales	18,402	19,114	+712
Operating income	356	349	-7
Net income	235	297	+62
Retail sales (Thousand units)	651.9	684.3	+32.4
SIA	Results FYE 2018	Results FYE 2019	Variance
Net sales	7,673	8,887	+1,214
Operating income	176	169	-7
Net income	134	134	0
Production (Thousand units)	348.6	372.2	+23.6

Now let us take a look at the results of our U.S. subsidiaries.

SOA retail sales were buoyed by the continued strength of the Crosstrek, and the volume contribution from the launch of the new Ascent, rising 32.4 thousand units year on year to 684.3 thousand units.

Net sales rose by 712 million dollars year on year to 19,114 million dollars. Operating income was supported by sales volume & mixture, an increase of 117 million, but negatively affected by a rise in SG&A expenses of 124 million dollars, for a total of 349 million dollars, a decline of 7 million dollars year on year.

SIA net sales rose by 1,214 million dollars year on year to 8,887 million dollars. Operating income was boosted by sales volume & mixture, an increase of 126 million dollars, but negatively affected by cost reduction, which was 84 million dollars lower, and by an increase of 49 million dollars in fixed costs, for a total of 169 million dollars, down 7 million dollars year on year.

Capex / [Depreciation	n / R&D / Int	erest Beari	ng Debt	:
					(100 Million Yen)
	Results FYE 2018 (a)	Previous Plan FYE 2019 (as of Feb. 7 th) (b)	Results FYE 2019 (c)	Variance (c)-(a)	Variance (c)-(b)
Capex	1,414	1,300	1,135	-279	-165
Depreciation	898	930	888	-10	-42
R&D	1,211	1,060	1,027	-184	-33
Interest bearing debt	862	1,000	1,004	+142	+4
Changed accounting policies from The Company and its major dome	n FYE 2019. estic consolidated subsidiaries chang	ged depreciation method of certain ta	angible fixed assets from the declini	ng-balance method to th	e straight-line method.
https://www.subaru.co.jp/en/	ir/				g

The results for capital expenditures and so on are as shown in this slide.

Forecasts for FYE 2020 (IFRS)

SUBARU Corporation will voluntarily adopt the International Financial Reporting Standards (IFRS) from the first quarter of the fiscal year ending March 2020. Therefore, the consolidated forecast for the fiscal year ending March 2020 is prepared based on IFRS.

Please refer to Appendix (2) for changes in the consolidated financial statements as a result of voluntary adoption of IFRS .

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10

Key diff	ferences of JGAAP and IF	RS
ltem	Japanese generally accepted accounting principles (JGAAP)	International Financial Reporting Standards (IFRS)
	Recorded as expenses when it incurred.	In case that it is satisfied with criterion of assets, it will be amortized.
R&D expenses	Included in Net cash provided by (used in) operating activities.	R&D expenses which is recoded as assets are included in Net cash provided by (used in) investing activities.
Revenue recognition timing (Only in Japan)	On vehicle registration basis.	On delivery-to-customer basis.
	Financing lease is recorded as assets.	Operating lease is also recorded as assets.
Lease	Operating lease is included in Net cash provided by (used in) operating activities.	Repayments of lease liabilities are included in Net cash provided by (used in) financing activities.
https://www.subaru.co.jp	/en/ir/	11

Next, we will discuss the plan for the fiscal year ending March 2020.

The Company will apply International Financial Reporting Standards (IFRS) from the first quarter of the fiscal year ending March 2020.

In accordance with this, pages from the next page onward have been created based on IFRS.

In addition, the major changes caused by the adoption of IFRS are the following three items.

1) R&D expenses

Under IFRS, part of the R&D expenses that have been expensed as incurred under Japanese GAAP will be posted under intangible assets and amortized.

2) Criteria for recognizing sales

This change only affects Japan, but under IFRS sales are recognized on the date that the vehicle is delivered to the customer.

3) Leases

Certain operating leases will be posted as assets.

The details are provided in Appendix (2), so please check them later.

			·	(Thousand Ur
			Reference	ce
	Results FYE 2019 (a)	Plan FYE 2020	Plan FYE 2020 (b)	Variance
	JGAAP	IFRS	JGAAP	(b)-(a)
Passenger cars (*)	109.7	112.3	110.0	+0.3
Minicars (*)	25.6	28.2	27.6	+2.0
Domestic total(*)	135.3	140.5	137.5	+2.2
US	659.7	693.2	693.2	+33.5
Canada	56.8	60.0	60.0	+3.2
Russia	8.1	8.6	8.6	+0.4
Europe	32.1	37.7	37.7	+5.6
Australia	41.7	45.9	45.9	+4.2
China	22.8	25.2	25.2	+2.4
Others	43.3	47.2	47.2	+3.9
Overseas total	864.6	917.8	917.8	+53.2
Total	999.9	1,058.3	1,055.3	+55.4

In terms of consolidated unit sales, we plan for 1,058.3 thousand units.

For year-on-year comparisons, please refer to the units, based on Japanese standards, which we have provided for your reference.

We are planning to achieve year-on-year gains in every market, and in the key U.S. market we plan for an increase of 33.5 thousand units over the previous year, based mainly on strong sales of the new Ascent and the Forester.

		(Thousand Units)	
	Results FYE 2019 (JGAAP)	Plan FYE 2020 (IFRS)	
Consolidated Unit Sales Total	999.9	1,058.3	
			(Thousand Units)
	Results FYE 2019	Plan FYE 2020	(Thousand Units) Variance
Production in U.S.			
Production in U.S. Production in Japan	FYE 2019	FYE 2020	Variance

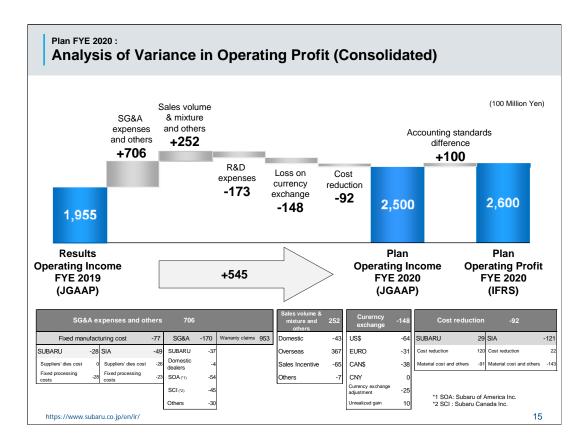
In addition, we are planning an increase in production of 67.1 thousand units over the previous year, to 1,056.2 thousand units.

				Reference	се
		Results FYE 2019 (a)	Plan FYE 2020	Plan FYE 2020 (b)	Variance
		JGAAP	IFRS	JGAAP	(b)-(a)
Revenue (*1)		31,605	33,100	33,020	+1,415
Domestic		5,966	5,841	5,760	-206
Overseas		25,639	27,260	27,260	+1,620
Operating profit (*2	?)	1,955	2,600	2,500	+545
Profit before tax (*	3)	1,958	2,700	2,520	+562
Profit for the period to owners of parent		1,478	2,100	2,000	+522
SUBARU	US\$	¥111	¥110	¥110	-¥1
exchange rate	EURO	¥129	¥120	¥120	-¥9
	CAN\$	¥85	¥80	¥80	-¥5

Next we will look at the consolidated profit plan.

We are planning revenue of 3,310.0 billion yen, operating profit of 260.0 billion yen and profit for the period attributable to owners of parent of 210.0 billion yen.

For this also, in terms of year-on-year comparisons, please refer to the figures, based on Japanese standards, which we have provided for your reference.



Next we will look at the analysis of variance at the operating profit level. First I will explain the difference in comparison to the Japanese standards.

The main factors working to increase profit are the reduction in warranty claims, and an increase in unit sales, leading to improvements in sales volume & mixture and others.

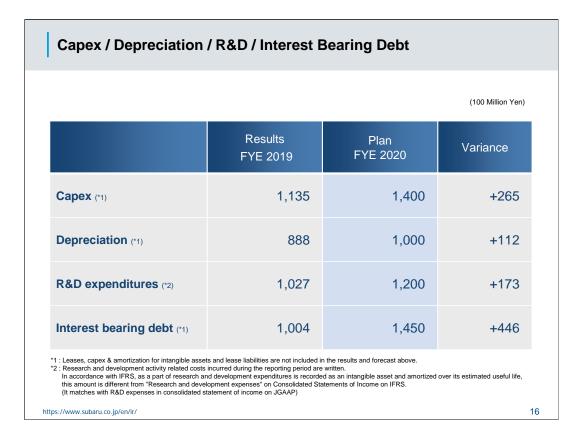
The main factors working to decrease profit are the increases in R&D expenses and SG&A expenses, the impact of foreign exchange, and deterioration in material cost and others.

Incentives per unit in the U.S. are planned to rise 100 dollars year on year to 2,200 dollars.

In addition, because volumes are also expected to increase, expenses as a whole are predicted to increase by 10.5 billion yen.

Moreover, the difference between Japanese GAAP and IFRS accounting standards will result in a gain of 10.0 billion yen.

Within this, the impact of R&D expenses is approximately 15.0 billion yen.



Finally, capital expenditures, depreciation, R&D expenditures, and interest-bearing debt are as you see them here.

As was also previously the case, leases, capital expenditures & amortization for intangible assets and lease liabilities are not included in the results and forecast.

Research and development expenditures incurred during the reporting period are listed. This corresponds

with the R&D expenses in the consolidated statement of income under Japanese GAAP.

Under IFRS, any part of these expenditures that are recognized as an asset is posted to intangible assets, and is amortized over its estimated useful life.

Please be aware that for this reason "Research and development expenses" in the consolidated statement of profit or loss under IFRS is different.

The remaining pages contain segment information and other data for your reference.

This concludes the briefing on our financial results for the fiscal year ended March 31, 2019. Thank you very much.

Appendix (1)

- Consolidated Balance Sheets
- Consolidated Statements of Cash Flows
- Non-operating profit& Expenses and Extraordinary Income & Losses
- Segment information by Business & Geographic
- Overseas Net Sales
- Non-consolidated Unit Sales
- 4th Quarter (3 months) Consolidated Unit Sales and Income Statements
- Complete Cars Production / Retail Sales Units

https://www.subaru.co.jp/en/ir/

17

Consolidated Balance Sheets

			(100 Million Yen)
	As of March 2018	As of March 2019	Variance
Total assets	28,665	29,827	+1,163
Current assets	17,704	18,262	+558
Noncurrent assets	10,960	11,565	+605
Total liabilities	13,055	13,699	+644
Interest bearing debts	862	1,004	+142
Net assets	15,610	16,128	+518
Retained earnings	12,835	13,202	+366
Shareholders' equity	15,528	16,053	+524
Ratio of shareholders' equity to total assets	54.2%	53.8%	-
D/E ratio	0.06	0.06	-

FYE 2019 :

Consolidated Statements of Cash Flows

			(100 Million Yer
	Results FYE 2018	Results FYE 2019	Variance
Net cash provided by (used in) operating activities	3,663	1,740	-1,923
Net cash provided by (used in) investing activities	-1,507	-1,583	-76
Free cash flows	2,156	157	-1,999
Net cash provided by (used in) financing activities	-1,709	-966	+743
Effect of exchange rate change on cash and cash equivalents	-108	177	+285
Net increase (decrease) in cash and cash equivalents	338	-633	-971
Increase (decrease) in cash and cash equivalents resulting from change of scope of consolidation	-5	-	+5
Increase (decrease) in cash and cash equivalents resulting from change in fiscal period of consolidated subsidiaries	37	-	-37
Cash and cash equivalents at end of period	7,656	7,023	-633
https://www.subaru.co.jp/en/ir/			19

			(100 Million Ye
	Results FYE 2018	Results FYE 2019	Variance
Financial revenue and expenditure	68	129	+61
FOREX effects	-51	-72	-21
Others	-12	-50	-38
Total non-operating profit& expenses	5	7	+2
Gain on sales of noncurrent assets	6	13	+7
Gain on sales of investment securities	46	37	-10
Loss on sales and retirement of noncurrent assets	-54	-56	-2
Loss related to airbags	-813	-	+813
Others	-11	3	+14
Total extraordinary income & losses	-826	-4	+822

FYE 2019 :

Net Sales and operating profitby Business Segment (Consolidated)

	Net Sales				Operating Income			
		sults 2018	Results FYE 2019	Variance	Results FYE 2018	Results FYE 2019	Variance	
Automobile	(32,349)	30,623	30,145	-479	3,615	1,849	-1,765	
Aerospace	(1,422)	1,422	1,317	-105	123	60	-62	
Others	(282)	282	144	-138	51	38	-12	
Elimination & Corporate					7	7	+0	
Total	(34,052)	32,327	31,605	-722	3,794	1,955	-1,839	

FYE 2019 :

Net Sales and operating profitby Geographic Area (Consolidated)

	Net Sales				Operating Income			
		esults ′E 2018	Results FYE 2019	Variance	Results FYE 2018	Results FYE 2019	Variance	
Japan	(10,118)	10,110	8,990	-1,121	2,950	1,147	-1,803	
North America	(21,928)	20,276	21,037	+762	694	669	-25	
Others	(2,006)	1,941	1,578	-363	72	34	-37	
Elimination& Corporate					79	105	+26	
Total	(34,052)	32,327	31,605	-722	3,794	1,955	-1,839	

FYE 2019 : Overseas Net Sales (Consolidated)

				(100 Million Yen)
	Results FYE 2018		Results FYE 2019	Variance
North America	(23,058)	21,406	22,017	+611
Europe	(1,191)	1,181	1,005	-176
Asia	(1,406)	1,351	1,164	-187
Others	(1,712)	1,709	1,453	-256
Total	(27,367)	25,647	25,639	-8

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23

FYE 2019 : Non-consolidated Unit Sales

			(Thousand Units
	Results FYE 2018	Results FYE 2019	Variance
Domestic production	701.2	617.0	-84.2
Domestic sales	168.9	140.7	-28.2
Passenger cars	137.2	114.4	-22.8
Minicars	31.7	26.3	-5.4
Number of exported vehicles	556.5	491.5	-65.0
Components for overseas production	348.1	403.0	+54.8
Total	1,073.5	1,035.2	-38.3
* Production figures include Toyota 86.			
os://www.subaru.co.jp/en/ir/			:

			(Thousand Units
	Results 4 th Quarter (3 months) FYE 2018	Results 4 th Quarter (3 months) FYE 2019	Variance
Passenger cars	34.9	29.8	-5.1
Minicars	9.7	7.0	-2.7
Domestic total	44.6	36.8	-7.8
US	161.9	163.8	+1.9
Canada	12.3	9.6	-2.8
Russia	2.1	1.6	-0.5
Europe	11.7	6.2	-5.5
Australia	13.6	6.0	-7.6
China	5.4	6.1	+0.8
Others	13.4	7.6	-5.8
Overseas total	220.4	201.0	-19.5
Total	265.0	237.8	-27.3

4th Quarter (3 months) : Consolidated Income Statements

					(100 Million Yen)
		Res 4 th Quarter FYE	(3 months)	Results 4 th Quarter (3 months) FYE 2019	Variance
Net sales		(8,406)	7,949	7,831	-118
Domestic		(1,840)	1,838	1,608	-230
Overseas		(6,565)	6,111	6,223	+111
Operating income		731		419	-313
Ordinary income		768		392	-376
Income before income taxes		797		378	-419
Net income attributable to owners of parent			675	296	-379
SUBARU exchange rate	US\$		¥110	¥110	+¥0
	EURO		¥134	¥126	-¥8
	CAN\$		¥88	¥83	-¥4
* Changed accounting polici * Figure in () : Net sales before	,	•	om net sales). The comp	parative year has been also recalculated under th	ne same conditions.
://www.subaru.co.jp/en/ir/					2

